

IN THE CLAIMS

Please take action regarding the claims so that the status is as follows:

- 5 1. (Currently Amended) An electrical power supply system $[(1)]$
for an electrically powered motor vehicle, said vehicle
including an electric motor $[(3)]$, a transmission device for
transmitting energy between the drive wheels $[(2)]$ and the
motor $[(3)]$, and electrical accessories $[(4)]$, in
10 particular an air-conditioning device, said system $[(1)]$
comprising a first rechargeable battery $[(5)]$ serving to
power the electric motor $[(3)]$ and a second rechargeable
battery $[(6)]$ serving to power the electrical accessories
 $[(4)]$ of the vehicle, said system being characterized in that
15 the first battery $[(5)]$ and the second battery $[(6)]$ are
connected in parallel to said motor $[(3)]$ via a switch
device, said switch device being arranged to switch the current
for powering the motor $[(3)]$ from the first battery $[(5)]$
to the second battery $[(6)]$ and conversely as a function of
20 at least one energy threshold, $[[the]]$ said energy threshold
being a predetermined value for which the energy delivered by
the first battery is not sufficient for the motor to have the
power necessary to move the vehicle.
- 25 2. (Currently Amended) A system according to claim 1,
characterized in that the first battery $[(5)]$ is a battery
of the Lithium-ion or Lithium-ion-polymer type.
- 30 3. (Currently Amended) A system according to claim 1 ~~or claim~~
2, characterized in that the second battery $[(6)]$ is a
battery of the Lithium-metal-polymer type.
4. (Currently Amended) A system according to ~~any one of claims 1~~
~~to 3~~ claim 1, characterized in that the first battery $[(5)]$
is capable of delivering power lying approximately in the range
40 kW to 55 kW.

5. (Currently Amended) A system according to ~~any one of claims 1 to 4~~ claim 1, characterized in that the second battery [[6]] is capable of delivering power of about 15 kW.
6. (Currently Amended) A method of controlling an electrical power supply system [[1]] for an electrically powered motor vehicle according to ~~any one of claims 1 to 5~~ claim 1, said method being characterized in that it consists in:
- acting, when the energy delivered by the first battery [[5]] is greater than a discharge energy threshold, to cause the motor [[3]] to be powered by the first battery [[5]] so as to drive the drive wheels [[2]] via the transmission device; and
 - acting, when the energy delivered by the first battery [[5]] is less than the discharge energy threshold, to activate the switch device so as to cause the motor [[3]] to be powered by the second battery [[6]], and so as to drive the wheels [[2]] via the transmission device.
7. (Currently Amended) A method according to claim 6, characterized in that it further consists in:
- acting, when the energy necessary for the motor [[3]] is greater than a low energy threshold, to cause the motor [[3]] to be powered by the first battery [[5]] so as to drive the drive wheels [[2]] via the transmission device; and
 - acting, when the energy necessary for the motor [[3]] is less than the low energy threshold, to activate the switch device so as to cause the motor [[3]] to be powered by the second battery [[6]] and so as to drive the wheels [[2]] via the transmission device.
8. (Currently Amended) A method according to claim 6 ~~or claim 7~~, characterized in that it further consists in acting, in

the event of deceleration, to cause the switch device to be activated so as to deliver a recharging current essentially to the first battery [(5)] by transmission of energy from the wheels [(2)] to the motor [(3)].

- 5 9. (Currently Amended) An electrically powered motor vehicle including electrical accessories [(4)], said motor vehicle being characterized in that it includes an electrical power supply system [(1)] according to ~~any one of claims 1 to 5~~ claim 1.

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